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Slickers, Nose B in a first-class

.. Helena, M.

Rate of Two Miles a Minute Achieved on an Experimental Track.

artling Possibilities-The Dust and Smoke of Locomotives to be Done Away With.

The quaint old village of Laurel, a halfour's ride from Baltimore, says an exhange, is the scene of a most extraordipary trial of the electric motor. Here for everal months, in the outskirts of the seen in this country. It has two rails, very headquarters in Chicago. He is now at Chicago & Northwestern R. R. Co. much like any other railway, but it is enclosed—here in a sort of lattice-work, and there by a barbed-wire fence which stretches along on both sides. But the queerest thing about this railway is what travels on it. A sturdily built, handsome man of about 35 stands in the door of a shed. He touches a button, when out of the shed crawls an iron-plated thing, about two and a half ret quare and tumsy. No and looks we you begun to look it over sooner have you begun to look it over and work-crusher than it disappears. It goes off like a flash. Apparently to thing touches, nothing propels it. But it goes. A little rumble, a dark streak going round the curve of the circular railway, and t its hidden behind a clump of trees. The handsome man still stands with his hand on the button, watching a peculi moving in an automatic device over a piece of ruled pape. "At the half!" he exclaims, and a moment or two later, "One mile!" then "A mile and a half!" he exclaims, and a moment or two later, "One mile!" then "A mile and a half!" he exclaims, and a moment or two later, "One mile!" then "A mile and a half!" he exclaims and not mile to the East has 6,000 miles of inst-class, equipped road running though lilinois, Wisconsin, Nebraska, heavy blow with a stile. It is feared that heavy liby own that it is feared that he had undermined his health. On the recommendation of a physician Lieut. One fare for Chicago and all points on the recommendation of a physician Lieut. One fare for round trip to Milwaukee and to the solon standard the was starded on the solon recommendation of a physician Lieut. One fare for conditions and in the had undermined his health. One fare for conditions of Sitting Bull and his band, Corbin suddenly break going round the curve of the circular rails way, and it is hide a flash. Apparently to the standard provided the provided th nclosed—here in a sort of lattice-work, itarium in North Evanston.

"We are not running very fast now," he

cities, and wherever it may be necessary to obviate heavy grades. Through this protected way trains two and a haif feet wide and of about the same height will be run at the speed of 200 miles an hour. No enginemen, conductors or brakemen accompany the train whose movements are controlled easily and absolutely from the power stations. Of these stations there will be one in New York, one in Chicago and seven on the line, about 100 miles apart. These power stations will require a capacity of about 300-horse power each, and any practical engineer can compute the cost of maintaining show fork, one in Chicago and seven of the since about 100 miles apart. These power stations will require a capacity of about 300-horse power each, and any practical engineer can compute the cost of maintaining them. It is really trifling, considering the efficiency developed. If water power can be had for some of the some of the stations, even if five or ten miles from the track, it will be utilized, power being transmitted by wire. In operation trains of four or five cars will be run, a motor car and three or four others. The cars are so telescoped together as to form unbroken surfaces, top, bottom and sides, and the rear car, as well as the first or motor car, is pointed so as to or four others. The cars are so telescoped together as to form unbroken surfaces, top, bottom and sides, and the rear car, as well as the first or motor car, is pointed so as to offer the least possible resistance to the air. The movement of each train is automatic-ally and accurately registered on a chart in the power stations. The slightest accident to the train or the presence of an obstacle on the track shuts off the connection. At on the track shuts on the connection. At the will of the dispatcher a train can be stopped at any point, backed up or started ahead again. The trains are, therefore, under complete control, and if traffic should not justify the building of a double

track a single track could be easily and efficiently operated."

While it is true the capacity of a train of five cars is not large—about a ton of mail or express matter to the car—the capacity of the road will be very great and its economy admirable. Ten or fifteen trains an hour each way would require no more an hour each way would require an hour each way would require than one train a day and practically no more expense, since the power is steadily maintained at the generating stations and no employes are required with the trains. Fifty or seventy-five tons an hour could be easily dispatched from New York to Chicago. At present it is not intended to apply the new invention to the transportation of human beings; but after the commercial success of the mail and express line shall have been demonstrated, it is predicted a passenger line will speedly follow. For the carrying of passengers the shout three feet wide,

would be no difficulty about the ventilation of the coaches. No smoke, dust, gas or cinders would interfere with respiration. The cars now in use on the experimental track here have their wheels on the outside of the body. New cars, soon to be put in use have the wheels within the walls of

the cars, leaving no projections except the journal boxes.

Among the 150 patents of the company controlling this invention is one whose importance will at once commend itself to the reader who hopes some day to travel from Chicago to New York between luncheon and dinner. It is a special form of rail. portance will at once commend itself to the reader who hopes some day to travel from chicago to New York between iuncheon and dinner. It is a special form of rail, Under the projecting arm of this rail travels a guard which rests within a couple of inches of the under surface, standing ready to hold the train upon the track in cases of accident or shock. This rail serves the double purpose of giving protection against accidents and of carrying the two currents, the outgoing and the return. The positive current is carried by the rail itself, while the negative current returns on a small copper wire carefully insulated and placed on the outside of the upsulated and placed on the rail. This rail can

WEEMS' WONDER.

be crossed by pedestrians and vehicles without danger of shock from the powerful currents coming through it. The rail weighs sixty pounds to the yard, and the average cost of track is computed at \$5.000 a mile. A double-track line between New York and Chicago, with power stations and equipments, would probably cost no more than \$12,000,000, and have a capacity more than equal to all the mail and package express matter now passing between the two city.

he two city.
Undoubtedly this century will add to its triumphs of the steamship, the steam rail-way, the telegraph, the telephone and the fast printing press the electric railway, de-veloping a speed of 200 miles or more an hour for both freight and passengers.

MADE CRAZY BY SIOUX.

A Clerk of the Commission Driven Raving

Mad by Sitting Bull. Chicago special: The exciting scenes own, has stood the queerest railway ever | Col. H. C. Corbin, attached to Gen. Crook's

miles in circumference.

The handsome man standing with his finger on the button is David G. Weems, of Ealtimore, and this is his rapid transit electric railway system, which promises to revolutionize the carrying of mails and expectations.

Washington special: The President of the United States may be compelled to appear in the police court some of these days waukee, the Northern Pacific railroad will make a rate of one fare (\$58.60) for the carrying of mails and expectations. "We are not running very fast now," he says; "only 1,400 revolutions of our dynamo. This gives us a speed of exactly two miles a minute. Our machines develop up to 10,000 revolutions, and we have run 3,500 revolutions, equal to more than four miles a minutes, for twenty-four hours without stopping. On a first-class track, reasonably straight and without too many many steep grades, we can easily develop a continuous speed of three to four miles a minute. In fact, there is practically no limit to the speed that our power can produce. The only question is how much limit to the speed that our power can produce. The only question is how much speed the tracks and cars are able to stand. The track we are now using is all curve and full of heavy grades."

"Within a few years," says Mr. Weems, "there will be a double-track electric railway from New York to Chicago, about 900 miles long. The track will have a lively inch gauge and will be inclosed in a network of barbed wire. The wires of which this fence is made will be used for telegraph, telephone and automatic signals. Overhead will be space for carrying 100 commercial telegraph wires. The track is so light and the rolling-stock so easily carried that at very small additional cost the road can be elevated through towns and cities, and wherever it may be necesary to obviate heavy grades. Through this protected way trains two and a haif feet wide and of about the same height will be run at the speed of 200 miles an hour. No engine

> The Electric Plant of India. There has been discovered in the forests India a strange plant which possesses to a very high degree astonishing magnetic plant seems to succumb and bends its head during a thunder shower; it remains there without force or virtue, even if one should shelter it with an umbrella. No shock is felt at that time in breaking the leaves and the needle is unaffected beside it.
>
> One never by any chance sees a bird or insect alight on the electric plant; an instinct seems to warn them that they would find sudden death. It is also important to remark that where it grows none of the magnetic metals are found; neither iron.

magnetic metals are found; neither iron, nor cobalt, nor nickel, an undeniable proof that the electric force belongs exclusively to the plant. Light and heat, phosphorescence, magnetism, electricity, how many mysteries and hotanical problems does this wondrous Indian plant conceal within its leaf and flower?

On account of the Helena races and the exhibition of the Montana Agricultural Wads, Tools & Wallack, Australy for Plaintiff Mining and Mechanical association, the Northern Pacific railroad will sell tickets

board and lodging at the Park association's hotels. For further information call at the Northern Pacific ticket office.

A. D. EDGAR, General Agent. Knight Templar's Conclave at Wash-

ington. For the above occasion the Northern Pacific railroad will make a rate of \$76 65 for the round trip from Helena to Washington and return.

ton and return.

Tickets on sale Oct. 1st and 2d only; going passage limited to Oct. 8th; extreme limit, Nov. 24th. Stop-overs will be allowed. On return trip west of St. Paul or Omaha. Chas. S. Fee, G. P. & T. A., St. Paul. A. D. Edgar. Gen. Agent, Helena.

Harvest Excursion Rates from Missouri River Points to Montana.

The Union Pacific railway company will sell harvest excursion tickets from Council Bluffs, Omaha, St. Joseph, Leavenworth and danger to the Sioux commission, which and Kansas City to Montana points on the Sitting Bull created in his efforts to prevent | following dates at one fare for the round the signing of the treaty, which has just been trip, \$48.90: Aug. 6 and 20, Sept. 10 and 24, concluded, drove one of the commission clerks into violent insanity. The young man is Everett Corbin, a brother of Lieut.

nuch like any other railway, but it is large, having escaped from Dr. Gray's san- The Short Line to the East has 6,000 miles of first-class, equipped road running

wages. The president or Mrs. Harrison or round trip; tickets to be on sale August 21

Harvest Excursion Rates. The Nortnern Pacific railroad will sell ing and thoroughly testing ren

harvest excursion tickets from Duluth, St. Paul and Minneapolis to Helena and Butte Paul and Minneapolis to Helena and Butte and return at one fare for the round trip (\$48.90). Tickets will be sold on Aug. 6 and 20, Sept. 10 and 24, and Oct. 8. Ex-treme limit thirty days. Stop-overs al-lowed within limit of ticket. A. D. EDGAR, Gen'l. Agt., Helena. Chas. S. Free, Gen'l. P. & T. A. St. Paul.

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Summons.

in the District Court of the First Judicial Dis-rict of the territory of Montana, in and for the ounty of Lewis and Clarke. John A. Chster, plaintiff, vs. Charles Heffi Gibear and will be very great and its economy admirable. Ten or fifteen trains an hour each way would require no more power than one train a day and practically no more expense, since the power is steadily maintained at the generating stations and no employes are required with the trains. Fifty or seventy-five tons an hour could be easily dispatched from New York to Chicago. At present it is not in tended to apply the new invention to the transportation of human beings; but after the commercial success of the mail and expressions and the sale developed of the sum of trains would be made about three feet wide, with single seats. No sleeping cars would be required, because five hours would suffice for a journey from New York to Chicago.

The traveler could leave Chicago early in the morning, lunch in New York, spend the afternoon on Broadway or in Wail street, dine at Delmonico's and reach Chicago early in the morning, lunch in New York, spend the afternoon on Broadway or in Wail street, dine at Delmonico's and reach Chicago early in the morning, lunch in New York, spend the afternoon on Broadway or in Wail street, dine at Delmonico's and reach Chicago early in the morning, lunch in New York, spend the afternoon on Broadway or in Wail street, dine at Delmonico's and reach Chicago early in the morning, lunch in New York, spend the afternoon on Broadway or in Wail street, dine at Delmonico's and reach Chicago early in the morning, lunch in New York and the afternoon on Broadway or in Wail street, dine at Delmonico's and reach Chicago early in the morning, lunch in New York, spend the afternoon on Broadway or in Wail street, dine at Delmonico's and reach Chicago early in the morning, lunch in New York and the afternoon on Broadway or in Wail street, dine at Delmonico's and reach Chicago early in the morning, lunch in New York, spend the afternoon on Broadway or in Wail street, dine at Delmonico's and reach Chicago early in the morning, lunch in New York, spend the afternoon on Broadway or in Wail street, dine at Delmon

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cause arising, weak stomach, indigestion, dyspepsia and kindred symptoms, its use, in small doses, will prove very beneficial.

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End sufered off and en for fifteen years with
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